

Section 16.20.12 Commercial, Industrial, Institutional or Residential of Three (3) or more Units.

**(1) Specific Parking Requirements for Commercial, Industrial, Attached Residential of Three (3) or more Units and Institutional Uses.** For new buildings, changes in occupancy, enlargement or increase in seating capacity, floor area, or guest rooms of any existing building, a minimum number of parking spaces shall be provided as described in the Parking Computation Matrix herein.

**(2) Circulation Within a Parking Area.** Circulation within a parking area shall comply with the following requirements:

(a) Access to driveways shall be provided for ingress to and egress from all parking and loading facilities. Each parking and loading space shall be easily accessible, and not interfere with normal vehicular or pedestrian movement;

(b) Forward travel to and from parking facilities from a dedicated street or alley shall be required for all uses. The parking area shall be adequate to facilitate the turning of vehicles to permit forward travel upon entering a street. No parking will be allowed that requires vehicles to back onto a public street;

(c) Access to all off-street parking facilities shall be designed in a manner, which will not interfere with the movements of vehicular and pedestrian traffic.

**(3) Driveway Locations.**

(a) Access shall be accommodated by not more than one (1) driveway for the first one hundred fifty (150) feet of frontage. A second driveway is allowed if it is shared with a neighboring parcel. For lots over one hundred fifty (150) feet, two (2) driveways are allowed, as long as all aspects of the code are met. Shared driveways, as a second means of access, are encouraged;

(b) No two (2) of these driveways shall be closer to each other than fifty (50) feet, and no driveway shall be closer to a side lot line than twenty (20) feet unless the access is shared or as granted by the Planning Commission based upon a belief that the design is appropriate in a particular situation for safety or aesthetics;

(c) No driveway shall be located closer than eighty (80) feet from the point of intersection of two (2) major collector streets, or fifty (50) feet from the intersection of a major collector street. For all streets other than major collectors this distance shall be fifty (50) feet. Measurements shall be done as set forth in this chapter;

(d) Lots with frontages of one hundred fifty (150) feet or less are encouraged to share access to streets with adjacent lots;

(e) The design and location of all driveways entering a state highway shall be done as required by the Utah Department of Transportation. Approval of the driveway(s) shall be provided to the County in writing prior to the issuance of any building permit.

**(4) Width of Driveway.** Each driveway shall have a width of not less than twenty (20) feet nor greater than thirty five (35) feet on local and collector streets. On major collector streets the width shall not exceed forty (40) feet in width. The measurement of driveways shall be taken at right angles to the centerline of the driveway at the front lot line and shall be from face to face of the curb radii.

**(5) Parking Lot Improvement Requirements.** Every parcel of land hereafter used as a public or private parking area, including commercial parking lots and automobiles, farm equipment, or other open-air sales lots and residential developments of three (3) or more units shall be developed and maintained in accordance with the following requirements:

(a) Parking areas shall be properly graded for drainage, surfaced with concrete, asphaltic concrete, asphalt, brick, stone. Such surface must be maintained in good condition, free of weeds, dust, trash and debris;

(b) The sides and rear of any off-street parking area for more than four (4) vehicles, which adjoins a residential or institutional building, or is contiguous to a residential zone, shall be effectively screened by light-tight masonry wall or solid fence. Chain link fences with inserts shall not be considered acceptable. Such wall or fence shall be of a height determined by the Planning Department not to exceed eight (8) feet in height, and shall be maintained in good condition. Additional landscaping and buffering shall also be required;

(c) Lots shall be provided with wheel or bumper guards at least two (2) feet from a lot line or building, located so that no part of a parked car will extend beyond the parking space unless permitted over a landscaped area;

(d) Parking lots shall be buffered from the street with a minimum of ten (10) feet of landscaping unless specified differently in the individual zones as per Section 16.21.10;

(e) Parking lots must have a landscaped island at least eight (8) feet wide by eight (8) feet in length every sixteen (16) spaces to break up the linear appearance of a parking lot. Islands must be landscaped with trees and shrubs as well as a ground cover that will help inhibit weed growth. Islands may not be combined into larger, but fewer islands. Islands may be larger, but may not be fewer in number, and must be distributed throughout the parking lot at least every sixteen (16) spaces;

(f) For condominiums, town homes, apartments or other residential uses, at least fifty (50) percent of the off-street parking shall be enclosed or have an overhead covering that compliments the architectural design of the main structure. All off-street parking shall be located in close proximity to the unit to which it is associated;

(g) Parking lot aisle width shall be in conformance with parking design standard;

(h) There shall also be at least ten (10) spaces located at any community or recreation center within the park. There shall also be at least one (1) oversized space for every three mobile home units in the park, located in a designated recreational vehicle parking area.

**(6) Loading Space Requirements.** No building shall be designed, erected, altered, increased in capacity, used or occupied, and no land shall be used or occupied for manufacturing, storage, warehousing, goods display, department store, grocery store, hotel, hospital, mortuary, laundry, dry cleaning or other uses similarly involving the receipt or distribution by vehicle of materials or merchandise, unless adequate off-street loading space is provided therefore.

**(7) Loading Space Berth Requirements.** Each use for which off-street loading space is required shall provide the number of loading berths necessary to properly service that use, plus an area or means for adequate ingress and egress to each berth. Loading space location will not require trucks to back into the loading space from a public street. When the use is on property adjoining a residential use or zone, said loading areas shall be screened from the adjoining property by a light-tight masonry wall or solid fence at a height to be determined by the Planning Department, but not exceeding eight (8) feet. A landscape buffer shall also be required by the Planning Department that shall be properly maintained in perpetuity by the property owner. Loading space berth areas and circulation areas shall be paved with asphalt or cement.

**(8) Loading Space Location.** Off-street loading space shall be located on the same site or lot as the use for which it is provided. No loading space shall be designed, arranged or used where all or part of the space would permit loading, unloading, or service from a public street or sidewalk.

**(9) Authorization for Parking Space Reduction or Combination.** The Planning Staff may approve or deny reduction of off-street parking and loading space as part of an approved shared parking plan, taking into consideration the following, which must be set forth in a written form:

**(a) Reduction in Parking Space.** After consideration of the shared parking plan, the nature of the buildings or premises, and specific conditions, the Planning Department believes the shared parking plan would lessen the need for the parking spaces as specified in this chapter.

**(b) Combined Parking Space.** When two (2) dissimilar uses are located adjacent to each other and the demand times for parking would not conflict, the maximum number of parking spaces for the larger use, may be allowed. If at any time there is a change in one (1) or both of the uses, additional parking may be required.

**(10) Guest/Recreation Vehicle Parking.** For residential development containing attached units or single family Planned Unit Developments of twenty five (25) or more units, recreation vehicle parking areas may be required by the Planning Commission. In addition there shall be one (1) space for each two (2) units designated as guest parking distributed in small groups to conveniently serve the various blocks within the development.

**(11) Parking Analysis.** Uses not listed in the Parkway Computation Matrix may be required to provide a parking analysis for the review and approval by the Planning Director.

(2003-22, Amended, 11/24/2003, Effective 12/19/2003., [Prior Text](#))